
Additional inbound bus shelters

1. The Proposal

The proposal is to provide funding for a programme to install bus shelters on all city-bound bus stops throughout the city. It is proposed to achieve this over twenty years, requiring the installation of 400 shelters.

2. Proposal Costs

| Project costs per year | | | | | | | | | | |
|------------------------|------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Project Component | Capital expenses | | | | | | | | | |
| | \$000 | | | | | | | | | |
| | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 |
| Capital Investment | 250 | 250 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Depreciation | 0 | 5 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 |
| Interest | 8 | 24 | 36 | 42 | 49 | 55 | 62 | 68 | 75 | 81 |
| Total | 258 | 279 | 146 | 154 | 163 | 171 | 180 | 188 | 197 | 205 |

3. Discussion

Currently, Greater Wellington Regional Council (GWRC) funds the installation of four or five bus shelters a year in suburban locations of greatest need in the city. This has been complemented by the roll-out of 150 Adshel shelters in the last five years. The Adshel shelter programme is complete, except for the odd opportunity that may arise in the central city or key suburban centres. Unfortunately, the opportunity to leverage further off the Adshel contract has evaporated in the wake of significant resident opposition and the downturn in the economic climate. Neither does the GWRC have resources to increase their commitment to a higher number of bus shelter installations.

An advantage of the city allocating its own funding for bus shelters is that it has control over the attributes of the bus shelters. There has been some criticism of the Adshel shelters not providing adequate shelter for Wellington's weather conditions. With a purpose-built shelter that makes no compromise for advertising, these shortcomings can be minimised. The disadvantage is, however, that the council must meet the full cost of the bus shelter and ongoing maintenance.

City-wide, there are currently 1,300 bus stops. Of these, we have a target to install bus shelters on all bus stops on routes bound for the city, namely about 700 bus stops in total because of route configuration. While 450 bus stops have shelters, only 300 of these are on inbound bus stops, leaving a short fall of 400 shelters.

It is recommended that Council roll out shelters on 50 of the highest priority sites in the next two years, and then to continue installing shelters in conjunction with bus priority measures on the key bus routes, which is expected to take ten years. The estimate is \$250k per year, for the first two years, and then 10 shelters per year, for 10 years at \$100k. Thereafter, to complete the rest of the network in the following ten years, at an estimated 25 shelters per year, at a cost of \$250k per year.

Bus priority measures are planned to be implemented on the major bus routes, and the installation of bus shelters in conjunction with this programme will ensure a holistic improvement to public transport along these corridors, including a shelter on all in-bound bus stops, from Island Bay, Kilbirnie, Karori, Wadestown and Ngaio/Khandallah. The last 250 shelters would then be installed over a further 10 year period, allowing sufficient time to develop appropriate responses to individual community needs in fitting bus shelters to the street environment to meet “sense of place” considerations.

This programme fits well with the current review of services being carried out over the next two years by the GWRC and will avoid any abortive work that could eventuate from any possible route changes that may be implemented in time as a result of the review.

4. Recommendation

It is recommended that an additional \$250k be allocated for the installation of bus shelters for the next two years to achieve bus shelters on the busiest city bus stops and where there is the highest demand for bus shelters. Thereafter, funding is proposed to be allocated in line with the introduction of bus priority measures on key suburban routes before completing bus shelters on all inbound bus stops city-wide over the next twenty years.